

# Montana and the Sky

Vol. 39, No. 4

MONTANA AERONAUTICS DIVISION

April 1988

## JOHNSON WINS NATIONAL AEROSPACE EDUCATION AWARDS

Patricia Johnson, Helena, was presented with the A. Scott Crossfield Aerospace Education Teacher of the Year Award and was inducted into the Crown Circle on March 25 during the National Congress on Aviation and Space Education in Los Angeles.

The Crossfield Award of \$1,000 is given in recognition of outstanding accomplishment in aerospace education, while the Crown Circle honors those rare individuals who have spent a lifetime in the conceptualization, development, and implementation of aerospace education.

Scott Crossfield, who conceived of and implemented the Crossfield Award, made the presentation. Fred Hasskamp, Montana Aeronautics Division escorted Pat in the Crown Circle ceremony in which she, Curtis Graves, Scott Crossfield, and Chuck

Yeager were inducted into an aerospace hall of fame that currently has 47 members.

A teacher of physics and earth science at Capital High School in Helena, Pat organized and directed the Aeronautics Division's Carroll College Aerospace Workshop for Teachers, flying program participants in her Cessna 172. The Montana Aeronautics Division nominated Pat for this prestigious award and twenty people signed letters of support documenting her contributions to aviation education over the past 25 years.

Listed in Outstanding Young Women of America, Pat created the first high school holography lab in Montana and was honored as Montana's Science Teacher in 1978.

Since learning to fly in 1961, Pat Johnson has continuously attended workshops and seminars on aviation topics and aerospace education. She trained as the Smithsonian Air and Space Museum's Regional Representative in 1982 and was honored as NASA's Montana Teacher in Space in 1985. On scholarships, Pat earned a bachelor's degree from Montana State University with majors in mathematics and physics and a master's degree in geology from Indiana University. Currently she is nearing completion of a second master's degree in public administration.

Pat carries her advocacy for aviation and airports into her civic involvements as chair of the elected Helena Citizen's Council, member of the City-County Planning Board, member of the Leadership Helena Steering Committee, and committee member of the Montana Association for Female Executives.

A past chair of the Capital High School Science Department, Pat served as a mem-

ber of the district Science Curriculum Committee. She is a charter member of both the Montana Section of the American Association of Physics Teachers and the Montana Earth Science Teachers Association and is active in the Montana Education Association, the Montana Science Teachers Association and the Montana Academy of Sciences.

Pat completed the Aeronautics Division's Mountain Search Pilot Clinic in 1979 and has flown her Cessna 172 to Alaska and to the shores of the Canadian Arctic. Also the owner of an Aeronca Champion, she is a

*(Continued on page 7)*

## AOPA HONORS MONTANA LEGISLATORS

Seven Montana legislators have been announced as recipients of the prestigious AOPA Presidential Citation in recognition of their "outstanding efforts as co-sponsors of House Bill 512."

House bill 512 is the legislation which substituted the reasonable aircraft fee in lieu of tax for the personal property tax previously assessed.

The legislators so honored are Rep. Ted Schye, Glasgow; Rep. Robert Ream, Missoula; Rep. Bob Gilbert, Sidney; Rep. Raymond Brandewie, Bigfork; Sen. Allen Kolstad, Chester; Sen. Bruce Crippen, Billings; and Sen. J.D. Lynch, Butte.

In a letter to the honorees, AOPA President John L. Baker states, "Passage of House Bill 512 was a major victory. It was also the culmination of many years of hard work by the general aviation community in Montana. Your involvement was vital to the success."

Each honoree received the plaque on behalf of the 264,000 members of AOPA nationwide and the 1,300 members in the state of Montana.



Pat Johnson, Helena, shown here with Scott Crossfield was honored as the A. Scott Crossfield Aerospace Education Teacher of the Year and was inducted into the prestigious Crown Circle at the National Congress on Aviation and Space Education.



# Administrator's Column



**Comment Period for Mode C Proposal Extended.** Reacting to strong pressure from the U.S. Congress and the users of the U.S. airspace, the FAA has agreed to extend the comment period on their Notice of Proposed Rule Making (NPRM) 88-2 from March 28 until May 12, 1988. In last month's issue of *Montana and the Sky* I wrote about the FAA's knee jerk reaction by proposing ridiculous rule changes which far exceed the intent of Congress. By now you have all had the opportunity to read the EAA brochure we mailed to each of you, and hope you have all taken a few minutes of your time to write to the FAA expressing your opinion on this proposal. Why can't the FAA take a good, long and hard look at what our good neighbors to the north have done to modernize their national airspace system. The Canadians have **freed up** a large amount of airspace, which they have no reasonable justification to control. I find it impossible to understand why the Washington, D.C., FAA bureaucrats continue to demonstrate their old entrenched mentality of "if it ain't my idea, it ain't any good." Senator Baucus has introduced a Senate Concurrent Resolution 112 expressing the will of Congress regarding certain provisions of Public Laws 100-202 and 100-223 which is intended to clarify the real intent of Congress, which he, as well as all of Montana's Congressional delegation feel the FAA has exceeded in their NPRM 88-2. Senator Baucus's resolution is a bit lengthy to include here, but if you desire to have a copy, please just give me a call or drop a note. I certainly applaud Senator Baucus for taking the interest and time to prepare and introduce this resolution. Again, this is an extremely important and urgent issue which, if passed, will devastate general aviation in the entire country. Do not wait or depend on "the other person" to do what you yourself need to do. Write that letter today, and don't forget to include two copies. Address it to: Federal Aviation Administration, Office of the Chief Counsel, Attention: Rules Docket (AGC 204), Docket Number 25531/NPRM 88-2, 800 Independence Ave., S.W., Washington, D.C. 20591

\* \* \* \* \*

**Large N Numbers Exempted in Alaska.** The FAA has favorably ruled on an appeal submitted by the state of Alaska to exempt the previous FAA mandate that all aircraft penetrating an ADIZ or DEWIZ are to display twelve-inch N numbers after March 7, 1988. The FAA agreed with the Alaska position, and the U.S. Customs Service concurred, that no significant drug smuggling currently takes place through the Alaska Domestic ADIZ. The U.S. Customs, however, did not concur with granting the exemption to include the entire DEWIZ because they feel that the rule is valid for over water and international flights. The exemption will permit aircraft to fly point to point within Alaska and into Alaska from Canada and the continental U.S. without complying with the twelve-inch marking requirement. The exemption terminates on March 29, 1990.

\* \* \* \* \*

**U.S. Customs Will Not Be Allowed to Shoot Down Suspect Aircraft.** U.S. Attorney General Meese, chairman of the National Drug Policy Board, announced that the Board has determined that current U.S. laws will not permit the use of such actions, except in cases of self defense. The FAA has proposed several changes in their procedures which will help the U.S. Customs Service to identify and apprehend air drug smugglers.

\* \* \* \* \*

**Condolences Extended.** It is with great sadness that we at the Aeronautics Division learned of the untimely and tragic death of Andy Morris. Andy, along with gubernatorial candidate and Secretary of State Jim Waltermire, was killed in a tragic aircraft accident while on approach into Helena on April 8, 1988. I will always be proud to know that Andy has been a close and respected friend of mine for many years; and I, along with the entire Aeronautics Division and Board as well as the entire aviation community, will miss Andy. We extend our sincere sympathies to his wife Irene and all of the Morris family. There will be more on Andy in our next issue of *Montana and the Sky*, as we have just learned of this tragic news at press time of this issue. Although we in the aviation community did not know Jim Waltermire very well, I have learned that he was an inactive licensed pilot; and I know that you will also join with me in extending our condolences to his family as well.

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Keith Colbo, Director

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## Montana's Beacons from 41,000'

(NOTE: The following letter was written to Mike Ferguson by the Seattle Area Coordinator of the Air Line Pilots Association regarding the airway beacon survey.)

"Dear Mr. Ferguson;  
I contacted the Central Air Safety Chairmen of those carriers that operate in Montana and have forwarded your survey to them for dissemination to the pilots. Hope you get some results.

"Two years ago I was jump seating from Seattle to Chicago. The Captain, who was retiring in six months, was giving me a "cook's" tour of the many "Gee Whiz" devices on the 767. He spoke of his father who had been an airmail pilot in the late 20s. Flying on dead reckoning, pilotage, and the airways beacons. Look at this (cockpit) now! What would his dad have thought of it?

"It was clear and cold at 41,000' that night, and as the crew punched commands into the onboard computer, we crossed Washington and came over the panhandle of Idaho. Out ahead my eye caught the winking of the bright sequence lights. Most of your system was in view. I pointed the Montana beacon system to the crew and mentioned — here we were in 1986 at 41,000' in a "glass" cockpit. Below was, to my knowledge, the last lighted airway system in the U.S. that I know of — 1932.

"Both crewmembers paused. The Skipper settled back into his chair and was quiet for some time. He sat and watched the lights until they were out of view. Then imperceptibly shook his head. What he was thinking about I do not know, but those beacons on that clear, cold night left an impression on all of us in the cockpit of the 767."

Sincerely,  
Michael Oswald  
Seattle Area Safety Coordinator  
Air Line Pilots Association

## Bozeman FSS Changes Frequency

The Bozeman Flight Service Station has changed their local advisory frequency from 123.6 to 123.65. This change became effective on March 10, 1988.

Please make note of this change.

## Kalispell Youth Wins Flight Scholarship



Winner of the 1988 Jack Van De Riet Memorial Flight Training Scholarship is Eli Harman, a junior at Flathead High School in Kalispell.

The \$250 scholarship was established by Mrs. Ruth Van De Riet and is made possible by contributions from Jack's family and friends. It is established in recognition of his many years of dedication to aviation and aviation safety.

Eli is currently enrolled in the aviation science class at Flathead High School where he is doing above average work.

He has been a member of the CAP since January 1986 and progressed from basic airman to master sergeant in just 23 months. His group commander has described Eli as a young man of high moral character and standards who has demonstrated outstanding leadership ability. He recently received the much coveted Billy Mitchell Award and has also been promoted to flight officer.

Eli plans to attend MSU on an Air Force ROTC scholarship and intends to pursue a career as an Air Force aviator.

## AIRCRAFT DECALS MUST BE DISPLAYED

By: Ray Austin, Supervisor  
Aviation Safety & Compliance

We have noticed that registration decals are not being displayed on some aircraft after they have been registered.

Just a reminder that the aircraft registration law (67-3-201 and 202, MCA) requires that the registration certificate (decal) must be displayed on the aircraft and that a person operating an aircraft without this commits a misdemeanor.

## CALENDAR

**May 21**—MFF President's Fly-In, Kummerfeldts, Nashua.

**May 22-23**—Alberta International Air Show, Canadian Forces Base, Edmonton. (Civil aviation pilots fly in to the Edmonton Municipal Airport - free ground transportation will be provided to the Canadian Forces Base. Call Don Gordon at 403-453-5576 for more information.)

**June 3-6**—MFF Camping Trip. (June 3 - Hamburger fry at Ackley Lake; June 4 - Canyon Ferry; June 5 - Canyon Ferry with side trips to Helena and Frontier Town; June 6 - Holter Lake; June 7 - Home) Call Stroufs at 423-5326 for more information.

**June 3-5**—National Biplane Fly-In, Frank Phillips Field, Bartlesville, Oklahoma.

**June 13-July 1**—Aviation/Aerospace Teacher Workshops.

**June 18**—MFF Man and Woman of the Year Fly-In, Melville.

**July 2-5**—MONTCANASKA Air Tour. (Tentative)

**July 2**—Fly-In/Air Show, Big Sky Airport, Ennis. Contact Tammy Yedinak at 682-7431 or Ed Totten at 682-7182.

**July 3**—IFF Queen's Fly-In, Mary Bogar, Opheim.

**July 9-10**—Big Sky International Air Show, Billings. Featuring Blue Angels, Bob Hoover, Eagles Aerobatic Team, Golden Knights.

**July 15-16**—Schafer Meadows Work Session.

**July 21-24**—Family Fly-In Expo, and Flight Safety Clinic, West Yellowstone.

**July 29-Aug. 5**—EAA Convention, Oshkosh, Wisconsin.

**Aug. 5-7**—MAAA Fly-In, Three Forks. For further information call Bud Hall at 586-3933 or 586-6994 in Bozeman.

**Aug. 13**—Helena Air Fair. Featuring the Thunderbirds.

**Sept. 16-18**—Mountain Search Pilot Clinic, Kalispell.

**Oct. 6-8**—AOPA Convention, Nashville, Tennessee.

**Oct. 7-9**—Montana Flying Farmers Convention, Glasgow.

**Feb. 17-19, 1989**—Flight Instructor Refresher Clinic, Helena.

**March 1-4, 1989**—Montana Aviation Conference, Butte.



# MORE PHOTOS OF THE 1988 MONTANA AVIATION CONFERENCE

The Saturday luncheon was set aside for the presentation of special awards. As these photos show, numerous Montanans were honored for achievement in aviation endeavors. Too bad we haven't the space here to list all of their accomplishments. Suffice it to say that we are fortunate to have such a distinguished lot living among us!



Herb Sammons (right), Cut Bank, was recognized by AOPA for his long-time public contributions to aviation in the state of Montana. Here he is presented with a plaque by Ray Costello (left), regional AOPA representative from Corvallis, Oregon, and Dan Todd, Vice President for Government and Technical Affairs.



The FAA also honored Herb Sammons for his commitment to and involvement in aviation in Montana. Wayne Barlow, Director of the Northwest Mountain Region, makes the presentation.



Jeff Morrison (left), Helena, was recognized by the FAA for his dedication to Montana aviation and for his many years as a Designated Flight Examiner. The presentation is made by Wayne Barlow.



Presented with a special award by the FAA for his outstanding contributions to aviation education in Montana was Russ Larson (left), Kalispell. Making the presentation is Don Clausen, director of special projects for the FAA, Washington, D.C., who has been deeply involved in aviation education.



For his dedication to flight safety and education, Fred Hasskamp (left) was presented the Jack Van De Riet Flight Safety Award. Making the presentation is Ray Van De Riet, Augusta.



Mike Strand (left), Strand Aviation, Kalispell, was the recipient of the Lynch Award (FBO of the Year) with the presentation being made by Mike Biggerstaff, outgoing MATA president from Stanford.



Flori Blain, Billings, was honored as the MPA's Junior pilot of the Year. Flori has her sights set on an airline career following high school graduation.



John Dove holds high the Bent Prop Award - presented this year to Dale Klugman of Helena who was unable to attend the Conference.



The MPA Senior Pilot of the Year was Burt Kinyon, Butte, honored for his efforts in behalf of the passage of HB 512. Here he is congratulated by MPA President John Dove.





**Sue Vold accepts a special plaque for husband Steve presented by MATA in recognition of his work as Conference Committee chairman**



**Northwest Airlines donated two tickets to be given away. Here Gordon Brandes, Northwest district manager, congratulates Joyce Grover (left), Bozeman, on winning one of the tickets. Doing the drawing is Janet Apedaile, Conference Committee member. The other ticket was won by Mike Thorsen, Glasgow.**



**A happy Guy Willson, Moore, was winner of the drawing for a Loran donated by Aerotronics, Hawkins Associates, and II Morrow.**

**Luncheons and dinners brought together aviation folks from across the state with a chance to discuss issues and tell pilot tales.**





Highlight of the Conference was the appearance at the Saturday evening banquet of the Voyager team of Dick Rutan and Jeana Yeager. Their hour and a half presentation on the entire Voyager project from conception to completion held a banquet crowd of over 525 in rapt attention.



Seated at the head table for the banquet were (from left): Mike Ferguson, Aeronautics Division administrator; Dick Rutan; John Dove, President of MPA; and Robert Donahue, Associate Administrator for Airports for the FAA, Washington, D.C.



Mike Ferguson presented Rutan and Yeager each with a Wings pin and a copy of the history of Montana aviation, Montana and the Sky.



Also at the head table (from left): Harry Fallis, Regional Manager of Aviation Safety for Transport Canada; Martha Kurtz, Aeronautics Division Administrative Assistant; Jeana Yeager; and Steve Vold, 1988 Conference Committee Chairman.



Here Ferguson "pins" Jeana Yeager. (He made Dick Rutan handle that chore for himself!)



Wherever they paused, Rutan and Yeager drew a crowd of aviation enthusiasts interested in finding out more about the Voyager flight.



Sue Vold gets her book autographed by Dick Rutan



## FAA Issues Certificates

### PRIVATE

Randy Iverson ..... Billings  
Patrick Lifo ..... Glendive  
Brent Wilson ..... Missoula  
Keith Jensen ..... Helena  
Daniel Murphy ..... Butte  
James Ramsey ..... Missoula

### INSTRUMENT

John Maxness ..... Glasgow  
Robert Dillon ..... Red Lodge  
Mark Simon ..... Billings  
Raymond Ross ..... Bozeman  
Clayton Vine ..... Wolf Point  
John Saulak ..... Peerless  
Kade Krause ..... Dillon

### INSTRUCTOR

Michael Parkin ..... Billings  
Eric Nelson ..... Missoula  
Edison Brockhausen ..... Missoula  
(Ground - Instrument)  
Dominique Bugnon ..... Great Falls  
(Ground - Instrument)

### INSTRUCTOR RENEW/REINSTATE

Mart Cox ..... Billings  
Michael Helvey ..... Busby  
Joseph Dutton ..... Sand Springs  
Gerald Mobley ..... Billings  
William Winninghoff ..... East Helena  
Daniel French ..... Hobson  
William Stewart ..... Hamilton  
William Mayo, Jr. .... Colstrip  
Russell Larson ..... Somers  
Patty Mitchell ..... Bozeman  
Stanley Read ..... Hamilton  
Delbert Schwaderer ..... Stevensville  
Philip Brod ..... Great Falls  
Richard Harp ..... Great Falls  
Lowell Jacobson ..... Glasgow  
Patrick Doyle ..... Turner  
Edgar Obie ..... Chinook  
Kevin Salsbery ..... Malta  
Guy Terrill ..... Dillon  
William Fairhurst ..... Three Forks  
James Stroh ..... Havre  
Jerry McLaughlin ..... Bozeman  
Larry Beebe ..... Bozeman  
Alan Lerner ..... Bigfork  
Fredrick Naeher ..... Kalispell  
Bill Chapman ..... Gardiner  
Bill Brosz ..... Great Falls  
Fred Hasskamp ..... Helena  
Donald Hungerford ..... Great Falls  
Fredrick Lueneburg ..... Columbus  
Merton Myhre ..... Great Falls

Theodore Mathis ..... Belgrade  
Duane Hodgkinson ..... Livingston  
Tommy Bohannon ..... Missoula  
Glen Parmeter ..... Missoula  
Raymond Austin ..... Helena  
James Murray ..... Lambert  
Dennis Elgin ..... Culbertson

Richard Thomas ..... Billings  
Kent Potter ..... Billings  
Terry Davis ..... Huntley  
Van Robinson ..... Billings  
Walter Malone ..... Billings  
Michael Bostyan ..... Billings  
Wayne Turner ..... Big Sandy  
Gary Roam ..... Billings  
Gary Jorgenson ..... Billings  
Eugene Wehrman ..... Billings  
Gordon Henson ..... Missoula  
Russell Greaves ..... Canyon Creek  
Ricky Schwartz ..... Missoula  
Clarence Kinna ..... Fairfield  
John Rasmussen ..... Great Falls  
Kenneth McNees ..... Helena  
Roger Schmierer ..... Sidney  
Harley Hoagland ..... Billings

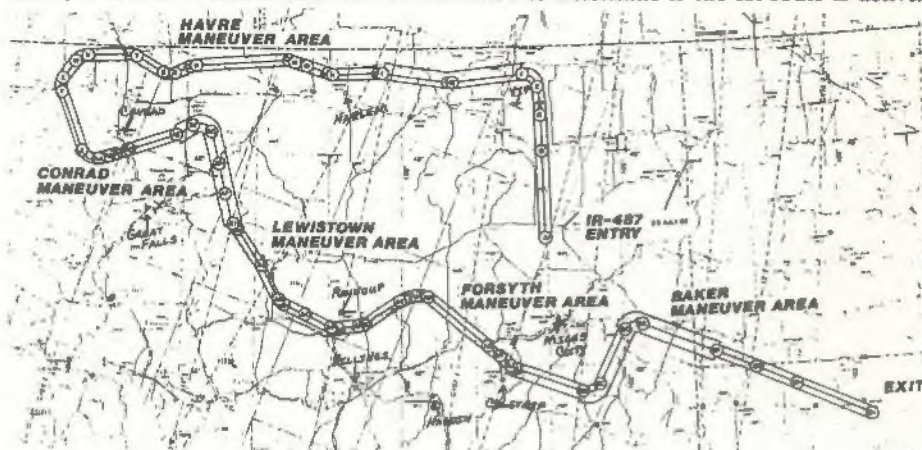
## Continued . . .

charter member and former officer of the Montana Antique Airplane Association; past chair of Montana 99s, representing 99s on the Montana Aviation Council; a charter member of the California Association for Aerospace Education; a long-time member of Montana Pilots Association, serving as state Western vice president, Helena Hangar president, and state secretary; and was a member of the U.S. Coast Guard Auxiliary.

The A. Scott Crossfield Aerospace Education Teacher of the Year Award was implemented by Scott Crossfield who donated his National Congress honorariums to this fund for years while encouraging other aerospace greats to do likewise. As a research pilot for the forerunner of NASA, he was involved in all phases of the design of the X-15 rocket plane. He is currently a technical consultant for the House Committee on Science and Technology on all aspects of civil aviation research and development for NASA and FAA.

## LOW LEVEL TRAINING ROUTE ANNOUNCED

Military Training Route (IR-487) will become operational July 15, 1988. This is a low level training route which will utilize airspace from the surface to 8,000' MSL, depending on the route segment. Pictured below is the planned route. Before crossing a route segment, it is recommended that FSS be contacted to determine if the IR route is active.



## MONTCANASKA AIR TOUR

\_\_\_\_ Yes, I am interested in the proposed MONCANASKA Air Tour. Please put my name on a mailing list so that I may be informed as plans progress.

NAME (PLEASE PRINT) \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_ PHONE \_\_\_\_\_



## Know Your Emergency Transmitter

By: Fred Hasskamp, Chief  
Safety and Education Bureau

Worldwide, since 1982 over 750 lives have been saved as a result of the SARSAT (satellite system).

ELT owners insure that their transmitter is operational, is switched in the "arm" or "auto" position, has fresh batteries of the proper type, insure that the ELT is mounted properly in the aircraft, and that the antenna is connected and compatible with the make and model transmitter. Working condition can be verified by turning your communications radio to 121.5 MHz, then switching the ELT to the ON position. Tests of ELTs are limited to three audio sweeps during the first five minutes of any hour.

Pilots and passengers should familiarize themselves with operating instructions and location of the ELT before an emergency

situation. In an emergency, leave the transmitters ON - four satellites orbit the earth continuously with up to two hours between passes over a particular location in the U.S.

Remember: The only thing the test light tells you is that the test light bulb works!

Remember: The expiration date on batteries refer only to the shelf life of batteries.

Remember: Required inspections do not cover the internal electronics where corrosion can and often does cause malfunctions.

Listen to 121.5 at the end of each flight. If you hear an ELT and it's yours, switch to OFF and then to "arm" or "auto" and check again on your radio. If the ELT is other than yours, report it promptly to the nearest FSS.

### All Pilots

All ELT transmissions are now reported to Search and Rescue by satellites.

Before start-up and after shut-down, tune your aircraft receiver to 121.5—your ELT may be transmitting.

## New Airport Video Available for Loan

By: Jerry Burrows

Aviation Representative

"Airport Self Inspection" is a 45-minute tape by the FAA to assist persons responsible for the inspection of airport operation areas.

Topics included are: pavements, safety areas, marking and signs, lighting, navigational aids, obstructions, fuel farms, snow and ice conditions, and problems related to construction.

Several copies are available and may be borrowed by contacting Cherryl Lyons in our office.

2,000 copies of this public document were published at an estimated cost of \$.36 per copy for a total cost of \$728.40, which includes \$543.40 for printing and \$185 for distribution.

### MEMBER NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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